

Aviation in California: Fact Sheet (October 2013)

Statewide Aviation Facilities¹ (980)

- **245** Public Use Airports
 - ▶ **214** General Aviation (GA) Airports
 - ▶ **31** Commercial Service/Primary Airports – reporting scheduled passenger service with greater than 2,500 annual enplanements
- **66** Special Use Airports
- **8** Seaplane Bases
- **530** Permitted Heliports
 - ▶ **177** Hospital; **198** Corporate; **54** Police; **43** Fire; **2** Commuter; and **55** Private heliports
- **23** Military/NASA Bases & 1 Joint Use Facility
- **108** Automated Weather System Locations

Scheduled Passenger Service and Air Cargo²

- In CY 2012, **179.0 million passengers** traveled through California's Commercial airports, and the FAA AIP Passenger Entitlement Program awarded a total of \$80 million in 2013 to these airports.
 - ▶ California's share of national enplanements total: **84.9 million enplanements** or 11.7 Percent (2012)
 - ▶ Nationally, eleven of California's commercial service airports ranked in the top 100 (2012). (LAX-3rd; SFO-7th; SAN-28th; OAK-33th; SNA-38th; SMF-39th; SJC-43th; ONT-60th; BUR-61st; LGB-70nd; & PSP-93th)
- In CY 2012, **4.0 million tons** of air cargo moved through 27 Commercial and GA airports, and the FAA AIP Cargo Airport Entitlement Program awarded **\$9.9 million** in 2012 to CA airports.
 - ▶ Nine California airports' share of U.S. Landed Weight: **12.1 Million U.S. Lbs.**, or 9.0 percent (LAX-7th; OAK-12th; ONT-14th; SFO-19th; SAN-36th; SJC-71th; SMF-75th; LGB-92TH; MHR-94th; Mather (MHR-Reliever GA Airport)
 - ▶ The top four California airports accounted for 84.8 percent of the states reported landing weight.

Air Cargo³

- With nearly 14,000 weekly truck trips, 13 airports handled 3.5 million short tons of air cargo (2008)
- More than 50 percent of California's total export trade by value traveled by air (2006)
- Airborne agricultural exports from California totaled \$579 million (2006).

CA Certified Pilots and Registered Aircraft⁴

- General Aviation (GA) operations account for approximately 75 percent of statewide aircraft operations (2010)
- FAA Registered Aircraft (October 2012): **34,844** (10 percent of the U.S. total)
- FAA Certified Pilots (2011): **62,606** (11 percent of the U.S. total)
- GA & Air Taxi Active Aircraft (2010): **22,830** – FAA Estimate (10 percent of U.S. total, accounting for an estimated 2.4 million flight hours)

Aviation's Economic Impact⁵

- Contribution to the U.S. Gross Domestic Product (GDP): **\$154.7 billion** (4.8 percent)
- Contribution to the U.S. employment: **1.1 million jobs** (5.5 percent of U.S. GDP)
- California leads the nation in economic output (\$ in billions): Value of Air Freight Flow (\$88.7), Visitor Expenditures (Total \$85.1: including Airlines-\$82.9; GA-\$1.2; Travel Arrangements-\$1.0 [2nd to Texas]), Airline Operations (\$27.9), Manufacturing (\$25.3), Airport Operations (\$6.7), General Aviation (\$3.7), Air Couriers (\$5.9, 2nd to Tennessee)
- Impact of FAA Spending in California: **\$2.1 billion** (7.7 percent of U.S.); **14,762 jobs** (6.7 percent of U.S.) – including payroll, non-payroll facility, equipment, operations and research expenses and the FAA Airport Improvement Program
- In FY 2012, the California Legislature directed **\$1.9 million** to the Caltrans Division of Aeronautics for capital improvement projects.

Emergency Preparedness Aviation Facilities⁶

- **21** Federal Firefighting Airtanker Bases
- **2** Federal Firefighting Helibases
- Each of California's airports are potential staging areas for a variety of emergency services – emergency evacuation, or medical flight services, particularly in case of major catastrophic events such as floods or earthquakes, and in support of fire suppression air attack activities.

Sources include:

¹Systems Caltrans' Airport Information Management System and the 2013 Federal Aviation Administration's National Plan of Integrated Airport Systems; March ARB is the only Joint Use facility in the state with limited access for General Aviation activities.

²FAA 2012 CY ACAIS Boarding & CY All-Cargo Data Reports; FAA Fiscal Year 2012 AIP Entitlements Programs (September 2013) and the California Department of Transportation, Division of Aeronautics

³Air Cargo Mode Choice and Demand Study, July 2010 by TranSystems; The Role of Air Cargo in California's Agricultural Export Trade: A 2007 Update by Jock O'Connell & Bert Mason, California State University, Fresno (2008)

⁴FAA 2010 General Aviation and Air Taxi Active Aircraft and Total Hours Flown

⁵The Economic Impact of Civil Aviation on the [2009] U.S. Economy (December 2011) - excludes 55 non-NPIAS airports <http://www.faa.gov>

⁶2013 Interagency Airtanker Base Directory (NFES #2537)

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Federal Aviation Administration (FAA)

- The Airport and Airway Trust Fund (AATF) enacted total for FFY 2013 is \$15.3 billion for operations; facilities & equipment; research, engineering & development; and airport grants. (AATF Fact Sheet June 2013- includes sequestration)
- In FFY 2013, the FAA Airport Improvement Program approved \$254.1 million in grants to California's airports.

FAA AIP Grant Type	Number of Grants	Amount Awarded
Primary & Nonprimary Commercial Service	46	\$211,197,055
Reliever	16	\$17,707,257
General Aviation	55	\$25,179,755
2013 AIP Grants to California's Airports Total	117	\$254,084,067

California Aid to Airports Program (CAAP) Grants

- FY 2012/13
 - State AIP Matching Grants (15): \$495,702
 - Annual Credit Grants (144 of 149): \$1.44 million
 - Acquisition & Development: No Grants Issued

California Aviation System Plan: CIP & GA-SNA

The 2013 Capital Improvement Plan total estimated project cost is \$2.9 billion - \$1.3 billion at General Aviation Airports and \$1.6 billion at Commercial Service Airports (2014-2023 CIP). The next CIP completion is scheduled for release by December 2015. The 2013 update of the 2010 General Aviation System Needs Assessment (SNA) Appendix IV (a supplemental airport improvement planning document to the CIP) highlights the state's highest recommended safety and capability enhancement projects totaling \$282 million for all eligible SNA airports' projects.

Historical Record of CA General Aviation Fuel Sales & State Excise Tax Revenue

Fiscal Year	AvGas ¹	Jet Fuel ²	Aeronautics Account Revenue ⁴		
	Gallons Sold (in millions)	Gallons Sold (in millions)	Avgas	Jet Fuel	Annual Total
2003-04	27.3	135.7	\$4,922,000	\$2,832,000	\$7,754,000
2004-05	23.6	144.3	\$4,858,000	\$2,763,000	\$7,622,000
2005-06	25.8	149.2	\$4,408,000	\$3,001,000	\$7,409,000
2006-07	24.7	149.8	\$2,006,000	\$5,284,000	\$7,290,000
2007-08	28.9	152.7	\$3,831,000	\$3,627,000	\$7,458,000
2008-09	19.2	123.8	\$4,457,000	\$2,774,000	\$7,232,000
2009-10	19.6	112.3	\$3,459,000	\$1,729,000	\$5,188,000
2010-11	16.9	116.9	\$3,174,000	\$2,371,000	\$5,545,000
2011-12	17.3	125.8	\$3,114,000	\$2,497,000	\$5,611,000
2012-13	16.3	132.0	\$2,871,000	\$2,370,000	\$5,241,000
2013-14 ^{3&5}	Not Available	Not Available	\$878,000	\$823,000	\$1,701,000

Current Fuel Tax Rates:

¹ \$0.18/gallon

² \$0.02/gallon

^{1&2} Sources: Taxable Aviation Gasoline (AvGas) & Jet Fuel Gallons 10-Year Reports (State Board of Equalization, Fuel Taxes Division)

³ AvGas and Jet Fuel gallons sold FY 2013-14 (July 1, 2013 - June 30, 2014) - none reported as of October 14, 2013.

⁴ Source: State Controller's Office (SCO) transfers to the Aviation Trust Fund (totals may not add up due to rounding)

[Note: Adjustments by the State Board of Equalization and minor administrative handling fees charged by the BOE and SCO account for the difference in revenue calculations prior to actual Aeronautics Account transfers.]

⁵ The most recent SCO monthly revenue transfer to the Aeronautics Account is limited to first quarter, FY 2013-14.



Division of Aeronautics
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